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DMVW STC Grant Proposal

DMVW is asking to be considered to a STC Grant. The following outline gives the information that is needed to rehab the track to keep it in safe operational standards.

- **Support Economic Growth and Development**

The work that is needed will allow DMVW to be able to provide the essential rail service to the businesses on the line. Businesses such as Truss Pro's and the Britton Grain Terminal rely on this service to buy and sell products which in turn provides a huge positive economic impact on the communities they reside in as well as the state as a whole.

- **Ensure Connectivity**

The work needed will help maintain the entire line allowing customers that are served to be able to have joint access to BNSF and CP giving them more competitive options.

- **Maintain State Railroad Assets in a State of Good Repair**

Below is a detailed plan of how DMVW plans to maintain the State owned line

- **Reduce Highway Impacts**

The maintenance project will help further reduce truck traffic on the highways by allowing customers to be more competitive due to the fact that it will allow DMVW to provide faster service and by transporting more efficiently. The reduce truck traffic will cause less wear and tear on the roads and make them safer for all South Dakota residents.

- **Improve Railroad Safety, Security and Resiliency**

The biggest effect of a maintenance plan is safety, all of the work needed to be done only makes it safer for train crews and the communities we serve. DMVW has a great relationship with the state in ensuring all public crossings are inspected and safe to the general public and our crews.

The following is DMVW's 4 year plan with accompanying photographs to show some of the issues we are currently facing. This information includes mile posts and the scope of work to be done.

DMVW Railroad-South Dakota Plan

1st Year	14 Miles MP118.8-MP104.8		
	<u>Ties</u>		Cost
7000 Ties	\$57/Tie with delivery	\$	399,000.00
7000 Ties	Installation \$17.50/Tie	\$	122,500.00
	<u>Anchor-14 Miles</u>		
57,000	\$2 Per Anchor	\$	114,000.00
	<u>Ballest & Surface (6 Cars per Mile)</u>		
8400 Tons	\$27 per Ton	\$	226,800.00
	<u>Other Costs</u>		
	Mobilization & Demob.	\$	50,000.00
	Spikes & Misc	\$	25,000.00
	Bridge Repair	\$	15,000.00
1st year total cost		\$	<u><u>952,300.00</u></u>

2nd Year	14 Miles MP104.8-MP90.8		
	<u>Ties</u>		Cost
7000 Ties	\$57/Tie with delivery	\$	399,000.00
7000 Ties	Installation \$17.50/Tie	\$	122,500.00
	<u>Anchors</u>		
57,000	\$2 Per Anchor	\$	114,000.00
	<u>Ballest & Surface (6 Cars per Mile)</u>		
8400 Tons	\$27 per Ton	\$	226,800.00
	<u>Other Costs</u>		
	Mobilization & Demob.	\$	50,000.00
	Spikes & Misc	\$	25,000.00
	Bridge Repair	\$	25,000.00
2nd year total cost		\$	<u><u>962,300.00</u></u>

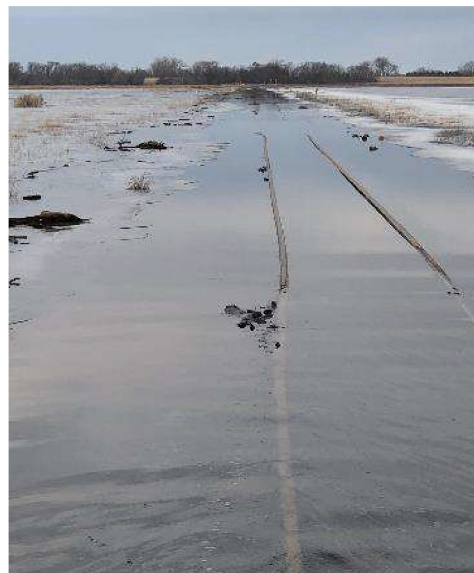
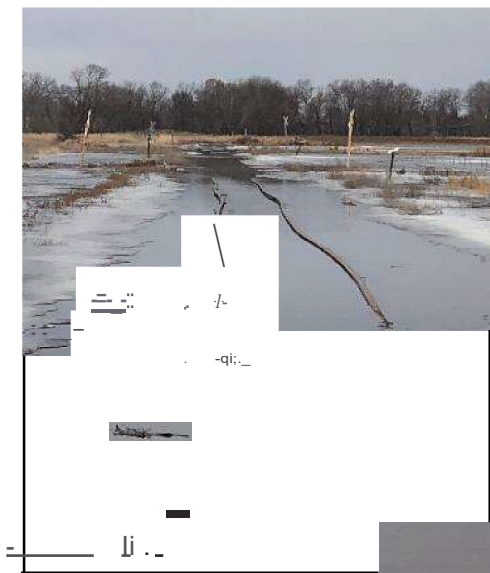
3rd Year	7.3 Miles MP90.8-MP83.5	
	<u>Ties</u>	Cost
3000 Ties	\$57/Tie with delivery	\$ 171,000.00
3000 Ties	Installation \$17.50/Tie	\$ 52,500.00
	<u>Anchors</u>	
30,000	\$2 Per Anchor	\$ 60,000.00
	<u>Baltest & Surface (6 Cars per Mile)</u>	
4400 Tons	\$27 per Ton	\$ 118,800.00
	<u>Other Costs</u>	
	Mobilization & Demob.	\$ 30,000.00
	Spikes & Misc	\$ 14,000.00
3rd year total cost		<u><u>\$ 446,300.00</u></u>

4th Year	8.9 Miles MP83.5-MP74.6	
	<u>Ties</u>	Cost
3600 Ties	\$57/Tie with delivery	\$ 205,200.00
3600 Ties	Installation \$17.50/Tie	\$ 63,000.00
	<u>Baltest & Surface (5 Cars per Mile)</u>	
4500 Tons	\$27 per Ton	\$ 121,500.00
	<u>Other Costs</u>	
	Mobilization & Demob.	\$ 30,000.00
	Spikes & Misc	\$ 15,000.00
4th year total cost		<u><u>\$ 434,700.00</u></u>

GRAND TOTAL \$ 2,795,600.00











DMVW would like to ask the State Rail board to consider the STC Grant funding for our entire 4 year plan, which totals \$2,795,600.00 The reason for asking for the entire plan is that we have discovered that in the last 2 years will all of the excess moisture and runoff the condition of the ties and rail bed have substantially deteriorated.